

BALANCED TRANSPORTATION

GOAL

Reduce reliance on single occupancy vehicles and improve connectivity and multi-modal mobility in Kirkland in ways that maintain and enhance travel times, safety and transportation choices.

The City funds active transportation options

So that...

The City can implement the adopted Active Transportation and Intelligent Transportation System Plans

So that...

Kirkland has an integrated multi-modal system of transportation that provides mobility and safe travel

MEASURE	2013	2014	2015	2016	2017	Target
Percent of Capital Improvement Program Transportation funding devoted to Active Transportation	38%	36%	41%	32% ¹	31% ¹	33%
Percent of proposed Intelligent Transportation System (ITS) projects completed	37%	38%	62%	63%	94%	100% of ITS Strategic Plan
Complete sidewalk construction on at least one side of all school walk routes	89%	89%	89% ²	90%	90% ³	100% by 2019
Percent of bicycle network construction improvement projects completed	64%	64%	71% ⁴	71% ⁴	79%	100% by 2018
Percentage of designated arterials that are complete streets	60%	60%	60%	62%	62%	100%
Residents surveyed are satisfied with maintenance of active transportation facilities	5	82%	5	No Data	5	90%
Automobile crashes involving bikes	25	14	24	16	18	0
Automobile crashes involving pedestrians	23	27	28	24	20	0

¹ The percent of CIP funding includes a significant reliance on unsecured grants, which may not be secured.

² The planning processes in 2013 and 2014 (Comprehensive Plan update, and the Transportation Master Plan) laid the groundwork for the 2015-2020 Capital Improvement Program update (CIP). In 2015, staff worked to align the CIP priorities with the adopted Kirkland 2035 Comprehensive Plan Vision Statement and Guiding Principles. The result was more emphasis on transit, bicycling, and walking networks. The following processes and programs are examples of this transformation: The City's Neighborhood Safety Program, School Walk Route Program, Walkable Kirkland Initiative, Cross Kirkland Corridor Connections, Suggest-A-Project, and increased coordination with King County Metro. Over \$30 million was allocated in the CIP for bicycle and pedestrian related improvements city-wide with nearly 20% of this funding targeted specifically towards School Walk Routes. Staff has been ramping up to deliver the highest priority projects by the 2019 target date.

³ On target to reach 100% for 2019 goal.

⁴ Data was adjusted to reflect available documentation and current status of the performance measure.

⁵ Community Survey conducted in even years.

HOW DO WE MEASURE BALANCED TRANSPORTATION?

On November 17, 2015 City Council adopted the City of Kirkland Transportation Master Plan. The Transportation Master Plan established goals, policies and actions for how the City will expand and maintain a multi-modal transportation system in support of the Comprehensive Plan vision of a livable, walkable, green and connected community. One of the eight goals in the Transportation Master Plan is to "[m]easure and report on progress toward achieving goals and completing actions." The plan provides policy support to implement a multimodal, plan-based concurrency system, establishes acceptable level of service for all modes, adopts a modal split goal for the Totem Lake Urban Center, and ensures Transportation Master Plan implementation by monitoring progress on goals.



City crews painting bike lanes.

HOW ARE WE DOING?

The result of increasing the percentage of Capital Improvement Program (CIP) projects devoted to Active Transportation in 2014 meant that many of these projects progressed to the study and design phase during 2015 and 2016. A significant number of these projects moved to the construction phase during 2017.

It takes multiple years to fund, design, permit, acquire right-of-way and construct large capital projects and the City began a number of ambitious projects in 2016 in order to accommodate future demand as our community continues to grow.



Pedestrian Improvements

In 2017, the City of Kirkland repaired and replaced 1,200 linear-feet of damaged sidewalk along a one-block section of Sixth Avenue and Sixth Street. Kirkland's Sidewalk Maintenance Program restored a uniform sidewalk along both sides of the neighborhood streets. To restore the sidewalk and ensure its longevity, Kirkland's contractor removed 29 trees that were in the City's right-of-way. The City replaced some of those trees during construction. The 29 trees were originally planted in compacted soil and spaced too tightly, which forced their roots to grow toward the surface in their quest for loose soil and water. The sparse tree layout gives the trees' roots ample room to grow into loose soil, rather than upward, toward sidewalk panels.

WHAT ARE WE DOING?

Every year, the City of Kirkland improves sidewalk access for those who travel by wheelchair or with the aid of a white cane. The City does this every time it rebuilds curb ramps that are too steep, too narrow and that too subtly transition from the safety of the sidewalk to the traffic of the street.

Kirkland has rebuilt 345 curb ramps since 2013, the first year Streets Levy funds became available. The levy paid for 134 of those. In 2017, Kirkland rebuilt 36 curb ramps. This is part of a long-term effort to ensure all travelers can safely ascend and descend each of Kirkland's nearly 4,000 curb ramps.

Fundamental to that effort is mounting the tactile warning strip, which is often the only clue to a vision-impaired traveler that he or she is entering a traffic zone.

For those who travel by wheelchair, having a landing at the top of the curb ramp—a flat space to turn—can make the difference between traveling on a sidewalk or in the street.



A Kirkland resident at a newly-installed tactile warning strip.